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THE HONGKONG DISPENSARY.

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HONGKONG, 31st MARCH, 1904

In Dr. W. W. PEARSE's plague report for 1903 that section which deals with plague in rats and with the relations of human and rat-plague is specially interesting. Hong-kong is a place where considerable attention has been paid to the subject of these relations and all the recent reports have dealt with it. Rat-collecting has been a great feature of the anti-plague campaigns, and there is an organised rat-catching staff in the Colony. A certain amount of light is thrown on the methods of this staff by Dr. PEARSE's report, and it is not very satisfactory to read of them. During the whole of the 1903 epidemic a systematic collection of rats was made throughout Victoria and Kowloon, the rats being afterwards bacteriologically examined at the Public Mortuary. A price of five cents a rat was paid throughout the year, and between 90,000 and 100,000 rats were caught. But Dr. PEARSE says that it is highly probable that a great number of the rats collected by the rat-catchers were imported into the city. Many of the rats "caught" on the Kowloon side, too, were suspected of having been brought across from Victoria, the rat-catching coolies claiming their share of the rats imported into Hongkong for the sake of the bonus of five cents from the Government. Thus it seems that a certain amount of public money was wasted on fraudulent coolies, while the value of the deductions from the rats examined was necessarily lessened by the importations. As the report says, it is not possible to make any definite statement regarding the influence of rat-plague on human plague owing to the probability of this importation.

Nevertheless a certain number of remarks are made by Dr. PEARSE on the subject.

Curves were drawn up showing the weekly rise and fall in the percentage of plague-infected rats among those examined in the Public Mortuary and the weekly number of human plague cases. These curves are published with the report in the *Gazette*, and from them it may be seen that both rise to their highest points about the same time. The first notable rise in rat-infection was in the sixth and seventh weeks of the year, and human plague made a sudden rise in the sixth week, though falling again next week. Similarly the ninth and tenth weeks were marked by a rise in rat-infection and the ninth to eleventh weeks by a rise in human plague; and the twelfth and thirteenth weeks were marked by a rise in rat-infection, and the twelfth, thirteenth, and still more fourteenth weeks by a rise in human plague. Then a drop in rat-infection in the fourteenth and fifteenth week is accompanied by a drop in human plague in the latter week. The figures do not continue to correspond so closely after this, the human curve reaching its maximum with a rapid jump in the twenty-first week, while the rat-infection curve is not at its highest until the twenty-fourth week; and the human curve drops far more rapidly toward the end of the epidemic. Commenting on the behaviour of the curves, Dr. PEARSE says that the epidemic of plague among rats evidently follows very much the same curve as does the human epidemic, but it seems to begin earlier and to endure longer, as though there were some factor or factors in the shaping of the epidemic which affected the rats earlier, and of which the influence passed off later from rats than in the case of human beings.

The relation between infected rats found in buildings and human cases of plague in the same buildings could not be very closely studied. The majority of rats collected were reported as found in the streets. The tenant of a shop has no mind, as the report says, to allow the authorities to discover rats in his shop if he can avoid it. Of the total of 2,579 plague-infected rats caught in the City of Victoria from January to June, 1903, only 43—1.66 per cent.—were returned as found in infected houses, and of these only 27 were brought in by the rat-catching coolies. In a table of houses in which rat and human plague were both known to occur, only five cases show synchronous rat and human plague, the rats being found during the cleansing operations following the report of the human plague in each house. Dr. PEARSE rightly remarks that "these figures are interesting, but it is disappointing that they are so small," and that, were the people willing to allow all rats caught in their houses to be returned as such, more light would be thrown on the relationship of the rat to human plague. But unfortunately the people will not put themselves to inconvenience for the public good, and this attitude, coupled with the more than suspected dishonesty of the coolies employed in rat-catching, deprives the investigators of a sufficient amount of evidence to establish any definite statement. We presume that there is no way of checking the coolies, or else it would be tried. It is most satisfactory that they should be in a position to cheat the Government and rob the public money.

The English mail of the 27th February was delivered in London on the 26th inst.

It is just 30 years ago to-day since the coolie trade at Macao was abolished.

The Norwegian s.s. *Frithjof*, which arrived from the North yesterday, reports "Fine and rain," while the French s.s. *Bourbon*, from Saigon, reports "Fine and misty." Rather a paradox!

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—C. Wilcockson \$5.

In the Council Chambers yesterday afternoon Mr. T. Sercombe Smith was sworn in as Puisne Judge to act during the absence of Mr. Justice Wise, who left for home yesterday. Mr. H. H. J. Gompertz will act as Senior Magistrate and Mr. J. H. Kemp as Junior.

There has just been erected in the corridor of the Hongkong Hotel, opposite the lift, a handsome oak case with glass door, intended for the purpose of a letter rack, business and shipping directory for the Hotel. We understand that similar cases will be erected in the principal hotels of Hongkong, Canton, Kowloon, and Macao.

It is reported that the Korean Court has granted a concession for the working of a gold mine at Shijo to France, and a similar concession for another mine to Germany. The report requires confirmation. There is nothing improbable in the news, however, as it is known that the Japanese authorities have raised no objection to mining concessions being made by Korea to foreign countries.

We are requested to notify that entries for the annual lawn tennis tournament of the Hongkong Cricket Club close to-day, the 31st instant.

Fire broke out at midnight on the 21st inst in the godown of Messrs Hin Lee & Co., Beach Street, Penang, and continued burning for two hours. The conflagration was confined to the central portion of the lengthy godown. The strong pressure of water in the hydrants saved Penang from another disastrous fire. The damage, which is estimated at \$10,000, is covered by insurance.

Sir Archibald and Lady Elphinstone have left England on a voyage to India and the Far East. Sir Archibald is closely identified with Stirlingshire, which his father, the late Admiral Sir William Elphinstone, represented in the Commons for some years, and when he returns from his tour abroad he may feel disposed to enter on a political career. The first baronet sat in the House of Commons from 1761 to 1795, and nearly all the succeeding heads of the family have been in Parliament.

In the House of Commons, recently, Mr. Plummer, M.P. for Newcastle-on-Tyne, asked the Under Secretary for Foreign Affairs a question, of which he had given him private notice, namely, whether his attention had been drawn to the report of the presence of Japanese battle-ships at Wei-hai-wei previous to the attack on Port Arthur, and if so, whether he was in a position to contradict the report? Earl Percy replied:—Yes, we have been informed by the Commander-in-Chief in Chinese waters that the Japanese men-of-war on their way to Port Arthur were not even sighted at Wei-hai-wei, and no Japanese ships of war have visited that port since August, when two vessels went there on a complimentary visit for a few hours (cheers).

Recently an aged, unknown man was found insensible in a train arriving from Antwerp. On recovering consciousness he gave his name as Adolphe Besse, describing himself as a priest, 68 years old, a native of Alsace, and known in his profession as Father John Chrysostom. After 40 years of missionary work in America, India, China, and South Africa, he had been in Rome, and was nearing Marseilles on board the *Julien Salvator* when the vessel blew up, and Besse, injured, floated with four sailors for several days on a raft, when they were picked up and taken to Barcelona and shipped thence to Antwerp, whence he took train for Brussels. In the train his troubles recommenced. The jolting caused his wounds to reopen, and he fainted. In this condition he was robbed, and next day the police charged him with being a swindler. He was able, however, to prove his identity.

One by one prominent naval men who took part in the British naval operations in these waters in the Fifties are passing away. The latest death among them is that of Captain Sir George Milford, R.N. (retired), who served in *Acorn* at the blockading of the Canton River. He served in the *Staunch* at the action in Escape Creek, the destruction of the flotilla of war-junks at Fatsan, the capture of Canton, and the destruction of the Pei-ho forts in 1858. He was also serving in the *Staunch* when she was attacked by four piratical junks mounting 40 guns, the *Staunch* carried two 24-pounder howitzers and a crew of 37, and, after an action of eight hours, succeeded in capturing and destroying three junks and 30 guns. For this service Mr. Milford was promoted to the rank of lieutenant. Lieutenant Milford saw further service in China with the Anglo-Chinese Force in 1863 and 1864, and in command of the *Hardy* in the Yungtze-kiang was repeatedly employed in the protection of British property from Chinese troops, a duty attended with great risk. Promoted to commander's rank in 1869, Commander Milford, with the sanction of the British Government, entered the service of the Khedive of Egypt in 1871, and served as Captain of the Port at Suez until removed to Port Said in 1872; as Deputy-Comptroller-General of Egyptian Ports and Lighthouses, residing at Alexandria, from 1874; as Comptroller-General from 1879; and as commander of the Egyptian Marine from 1885 to 1890.

NAVAL NOTES.

The Portuguese gun-boat *Diu*, Capt. D. F. de Sa, arrived from Macao yesterday, having left that port on the 29th inst. She experienced fine weather. The British s.s. *Hunan* arrived from the North yesterday, having left Tientsin on the 21st inst. Well-to-do on the 26th inst. She brought 17 British blue-jackets from Weihaiwei to Hongkong. Capt. Frozier reports strong N.E. wind and rain.

Official accounts of the China Station give further particulars of the recent coal-ping performance by the cruiser *Leviathan* at Hongkong, when a world's record was established without the use of steam power or the aid of coolies. What makes the performance all the more creditable is that resort was not had to temporary transporters, derricks, or crabs, the whole of the work being done by hand. The coal was brought alongside the *Leviathan* in 16 junks, other junks with coal being anchored off the vessel. A separate gang was allotted to each junk, and as the baskets were filled they were passed by hand to the coaling port, and thence along planks on empty oil drums to the shoals. The task commenced at 8.50 a.m. with two gangs short, and was completed at 4.20 p.m., half an hour during the forenoon being allowed for food. The amount of coal taken on board was 2,200 tons, or an average of 314.28 tons per hour, deducting the half-hour allowed for dinner. The best previous records were—*Terrible*, 278 tons per hour; *Vengeance*, 278.5 tons per hour.

The *Moorehen*, Lieut. and Com. F. B. Noble, and *Teat*, Lieut. and Com. E. V. F. R. Bagmore, shallow-draught steamers, are to be recommissioned on the China Station with new crews sent from the Medway depot.

TELEGRAMS.

REUTER'S SERVICE.

THE WAR—GEN. KUROPATKIN MOVES SOUTH.

LONDON, 28th March.
General Kuropatkin has proceeded to Liaoyang.

AFFAIRS AT NEWCHWANG.

LONDON, 28th March.
The Russians have proclaimed martial law at Newchwang.

Earl Percy in the House of Commons said that the British Consul at Newchwang had urged the retention of a British warship at that port, but Admiral Sir Gerald Noel concurred with Admiral Sir Cyprian Bridge in considering it inadvisable.

BUSTLE AT BLAKE PIER.

Yesterday forenoon Blake Pier was the scene of great bustle on account of the large number of departures for England and Canada by the German mail *Preussen* and the *Empress of China*. As will be seen from the passenger lists appearing elsewhere, the number of those departing from Hongkong was abnormal for one day. These included more than a few Government servants with their wives, and several well-known ladies and gentlemen in the Colony. Both steamers were followed out of the Harbour by launches blowing their steam-whistles and firing off crackers in time-honoured fashion to speed the parting friend.

PRESENTATION AT THE SANITARY BOARD.

FAREWELL TO MESSRS. WOODCOCK AND BRYAN.
Messrs. G. A. Woodcock (Secretary of the Sanitary Board) and J. J. Bryan (Sanitary Surveyor) received presentations at the Sanitary Board Room yesterday morning, the occasion of their departure for England on "well-earned leave," Mr. Bryan being invalided home. The presentation to Mr. Woodcock was a handsome dragon-design Chinese silver bowl, on a black-wood stand; the following inscription being engraved on the bowl:—"Presented to G. A. Woodcock, Esq., as a mark of esteem." Mr. Bryan received a Chinese silver fruit-dish of dragon design, on a blackwood stand. The inscription read:—"Presented to J. J. Bryan, Esq., by officers of the Sanitary Department." Quite a number of Sanitary Board officers had gathered together to give them a send-off.

The Hon. Dr. Atkinson, who presided, addressing Messrs. Woodcock and Bryan, said he had been asked by the members of the Sanitary Board to present the vessels as a small token of regard and esteem. They could not let them go without giving them some token in remembrance for the kindness they had always rendered to them in the work. They joined in wishing them a pleasant voyage. Mr. Bryan had suffered an injury to his knee while performing his duty, and they hoped he would enjoy rest in England which would restore him to perfect health, and enable him to rejoin them. On behalf of the members of the Sanitary Board he wished them *bon voyage*.

Mr. Woodcock thanked those who made the presentation very much for the kind present. It was very good of them to give him that nice token; they had got on well together. During the past year excellent work had been done by the Sanitary Department, and he wished it would improve year by year till plague was stamped out; he wished that all those who had gone in for the examination would come through with flying colours; he wished that the Civil Service Club might win the Cricket Shield next year; and he had one other wish—he wished them all a very good bye.

Mr. J. J. Bryan said that in his present condition it was rather difficult to make a speech. He thanked them very much indeed.

KOWLOON BOWLING GREEN CLUB.

The result of the first round in the Nohs Bowls competitions was as follows:—

"A" COMPETITION.—G. R. Edwards beat J. W. Robertson, Jas. Ramsay beat J. Macdonald, W. Deas beat D. Gow, J. Galt beat J. Henderson, J. R. Wilson beat A. Milroy, J. Parkes beat A. Kinross, J. Kyles beat J. Walker.

"B" COMPETITION.—J. Ramsay beat J. Walker, C. W. Alexander beat G. R. Edwards, J. Kyles beat A. Milroy, W. Deas beat J. Parkes, J. Henderson beat W. Ramsay, D. Gow beat J. Macdonald, J. Galt beat J. W. Robertson.

The drawings for the second and third rounds are:—

"A" COMPETITION (2nd Round).—W. Deas v. W. Ramsay.
3rd Round.—J. Galt v. J. R. Wilson, E. W. Alexander v. J. Kyles, J. Kyles, W. Deas v. W. Ramsay v. G. R. Edwards, and J. Parkes v. J. Ramsay.

"B" COMPETITION (2nd Round).—C. W. Alexander v. J. R. Wilson.
3rd Round.—J. Henderson v. J. Kyles, A. Kinross, D. Gow v. J. Ramsay, C. W. Alexander v. J. R. Wilson v. W. Deas, and J. Galt v. J. Kyles.

The second and third rounds to be played off by the end of April.

WAR NOTES.

JAPANESE OFFICIAL NEWS.

The Japanese Consul yesterday afternoon sent us a copy of the following official telegram received by him in the morning of the same day:—

"Tokyo, 29th March, 3.35 p.m.
"Admiral Togo reports that the second attempt to block the entrance of Port Arthur was made at 3.30 a.m. on the 27th inst., when four vessels, escorted by a flotilla of torpedo-destroyers and boats, succeeded in approaching to within two miles of the entrance of the harbour before being discovered by the enemy. At the time searchlights were sweeping the water, and as soon as our presence became known a heavy fire was directed upon us by the forts on both banks and by the guardships. In spite of this the vessels succeeded in getting into the inner roadstead, where the *Chiyo-maru* dropped anchor about half a cable's length from the beach on the west of Golden Hill, and was successfully sunk by her crew. The *Fukui-maru* was steered to the left of this vessel, and when about to drop anchor was struck by a fish-torpedo from the enemy and sunk. The *Fukui-maru* was anchored on the left of the *Fukui-maru*, and was sunk by her crew, while the *Yonegama*, which had crept up between the *Chiyo-maru* and *Fukui-maru*, after coming into collision with the stern of a Russian destroyer, came to anchor in the middle of the roadstead, where she was struck by a fish-torpedo from the enemy, which caused her to heel over and drift on to the left bank.

"Admiral Togo reports that this desperate attempt to block the entrance of Port Arthur was not entirely successful, inasmuch as a navigable channel exists between the hulks of the *Tokio-maru* and the *Yonegama-maru*. He further reports the following casualties on the four vessels:—Killed:—Lieutenant-Commander Takio Hirose, one midshipman, and two of the crew. Wounded (seriously):—Sub-lieutenant Shimada; (slightly), Lieutenant Masaki, Chief Engineer Kurita, and six of the crew. The crews of the vessels were taken on board of the destroyers and torpedo-boats.

"Two torpedo-boats, the *Asakura* and *Tsubame*, when within a mile of the entrance of the port met a Russian destroyer. A heavy fire was kept up on both sides, the enemy's vessel sustaining serious damage to her engines, clouds of steam being seen to rise up from her as she steered away.

"It is reported that while our torpedo-boats were retreating from their mission, what appeared to be a Russian warship was observed lying close under Golden Hill, having apparently sustained serious damage in one of the fleet engagements.

"A heavy fire was directed upon our destroyers and torpedo-boats until daylight, but no damage was caused."

A LAND FIGHT.

Mr. Noma has also communicated to us the following translation of a despatch received from the Minister of Foreign Affairs:—

"Tokyo, 30th March, 10.30 a.m.
"It is officially reported that on the 28th inst. a detachment of Japanese cavalry and infantry encountered the enemy outside the south gate of Chongtu. An engagement took place, the Russians being driven from the city. The enemy, numbering about 400, retired to Wiju.

"Casualties:—Japanese: Lieut. Kawanishi, four men killed, Capt. Kurokawa and eleven men wounded; no losses were sustained by the infantry. Two of the enemy were found dead on the field, and subsequently seven or eight of their slain were discovered in the fortifications. Their dead were carefully removed on horses and ambulances during the progress of the fight, and in spite of the Japanese fire they were observed carrying away two Russians, apparently officers. Bloodstained bandages were found scattered on the ground, and by these it is surmised that the Russian casualties were, at least, equal to those of the Japanese.

"The Japanese entered into possession of the city."

RUSSIA AND NEWCHWANG.

A telegram has been received by the Hongkong Government from His Britannic Majesty's Consul at Newchwang. It reads as follows:—"Russian military authorities will allow vessels to enter the port at daytime only, between the hours of 6 a.m. and 6 p.m. Vessels must stop at the buoy five-and-a-half miles below the Port for examination."

THE "MANDCHOU" CASE AGAIN.

A Peking despatch quoted by the *N.C. Daily News* states that the Japanese Minister, Mr. Uchida, has informed the Waiwupu that his Government is not satisfied at the way the dismantling of the *Mandjour* in Shanghai has been conducted, in other words, it is complained that only the breech-blocks of the big guns and the ammunition have been so far taken out of the vessel, while other most important parts of the machinery, etc., on board have not been touched. Under the circumstances therefore the Japanese Government do not consider that the *Mandjour* has been actually made harmless.

This, no doubt, is the reason why the Japanese cruiser *Aiketsushima* still remains at Shanghai.

DISCREPANCY OF NEWS.

Is it not a pity, asks the *Japan Daily Mail*, that Mr. Plancon neglects the precaution of consulting with the Viceroy and the Admiral before manufacturing his stories? Some semblance of similarity would so greatly increase their probability. Alexieff tells of the sinking of the *Stereguschki* and the drowning or capture of all her crew; Plancon returns her as merely injured; the Admiral says that she went out in the *Noski* accompanied by the *Dayan*; Plancon carefully omits the *Dayan*; the Viceroy says that the bombardment lasted till 1.15 p.m.,

Plancon puts the duration at one hour; Alexieff says that 6 officers and 21 men were wounded and 3 men killed, independently of 40 or 60 that disappeared with the *Stereguschki*; Plancon puts the total casualties at 5 killed—5 Chinese—and 6 wounded. Plancon is distinctly clumsy. As for the *Takasago*, she was not under fire at all, having been dispatched on a reconnoitring expedition, but in her case M. Plancon merely made a bad shot.

INSURANCES ON COAL.

Lord Lansdowne, the British Foreign Minister, when applied to by the coal shippers of Cardiff as to whether coal is contraband of war, replied that coal was an article *ancipitibus*, *ut res*, not *per se*, contraband of war, but that if destined for warlike, as opposed to industrial, use, it might become contraband. "Whether in any particular case," continued Lord Lansdowne, "coal is or is not contraband of war is a matter *prima facie* for the determination of the Prize Courts of the captors' nationality; and so long as such decision, when given, does not conflict with well-established principles and rules of international law, His Majesty's Government will not be prepared to take exception thereto." Since then Japan has notified coal as being contraband article of the second class together with provisions, drinks, horses, timber, gold and silver bullion, etc., such articles to be regarded as contraband when destined for the enemy's army or navy, or in such cases where, being goods arriving at the enemy's territory, there was reason to believe that they were intended for the use of the enemy's army or navy. Exception to be made in the case of articles manifestly intended for the use of the vessel carrying them.

The Cardiff coal shippers have taken Lord Lansdowne's communication as meaning that with regard to coal intended for commercial and industrial purposes the situation is as it generally is in time of peace, and that if they wish to ship coal to the Far East for the possible use of either of the belligerents, they are free to do so at their own risk.

At Lloyd's, the general opinion last month was, that so long a time has elapsed since any naval war that it is impossible to say how the law now stands as to contraband captures and condemnations of ships. Insurances were, however, being effected on coal shipments, the rate being 60 per cent., of which 45 per cent. was reckoned as war risk and 15 per cent. as the sea risk.

Japan has established a Prize Court at Sasebo.

JAPANESE REFUGEES IN LONDON.

A number of Japanese refugees who at the end of last month arrived in London from Siberia tell a pitiful story of the hardships they have endured en route. When war broke out they were told, says the *S. James's Gazette*, they must leave Russian territory, and started out with the intention of returning to Japan by way of Vladivostok, but the authorities ordered them to take the European route. In the course of their journey they were frequently mobbed by the Russians, and robbed of the little money they had. Ultimately they reached Berlin, where they were supplied with funds which enabled them to come to London. Yesterday they visited the Japanese Legation and the Japanese Consulate, and arrangements are being made for their being sent to Japan at an early date.

YOUNG ADMIRALS.

It is interesting to note that Admiral Togo commanding the Japanese fleet off Port Arthur, is only 46 years of age. His present opponent, Admiral Makaroff, is 56. Sir Gerard Noel, the new British Admiral on this station, is 59. A telegram from St. Petersburg to the *Times* last month reported that Admiral Alexieff had requested the Ministry of Marine not to send him Admirals who are too old, "of whom he already has too many, but officers of mature age, capable, strong, energetic, and experienced, of whom he has too few."

RUSSIA'S MILITARY MOVEMENTS.

One of Reuter's war correspondents last month was enabled by the special permission of Major-General Pfing, the Viceroy's Chief of Staff, to pass through the Russian lines, and visit Port Arthur, accompanied by an official escort. Telegraphing from Yinkow, the correspondent reported:—"Less than 30 per cent. of the inhabitants of the town have remained, and many of them are leaving by trains, which are still crowded with refugees. Conditions on the railway are excellent, all trains running up to schedule time. There are only a few side-tracks unfinished and one bridge not completed on the line between Newchwang and Port Arthur. The whole of the Liaotung peninsula is quiet, and the railway is adequately guarded. All culverts and bridges have a guard of from two to twenty-five infantry, and preparations for defence works are in progress. The troops are active in the vicinity of Kinchow, where the peninsula narrows down, and a strong force is guarding the spot. The authorities have mitigated war conditions at Port Arthur by fixing the prices of foodstuffs, though the cost of other commodities has advanced. Officials have taken possession of all foodstuffs in the large stores which Chinese and other merchants have deserted. The authorities are making further provision for a siege by sending wheat and milling machinery to Port Arthur. They claim that they will be able to hold out for two years."

The correspondent also reported that General Linievitch and Kondratovich (Kondratinko) were at Liaoyang. The 11th East Siberian Regiment left Newchwang on the 16th February and arrived at Tashibolia on the 17th. When the 10th Regiment is near Kinchow, the 9th at Haichang, and the 12th at Liaoyang a simultaneous parallel march towards the Yalu was contemplated.

Though Major-General Pfing was advancing troops from Munkden to the Yalu and strengthening the centre, he was also preparing to defend the railway and the north Gulf coast

in force. The Russian military authorities, who were thoroughly aware of their unpreparedness, were hurrying up reinforcements. Incredible numbers of artillery were reported to be en route from Russia. Some of the military, add the correspondent, state unhesitatingly that throughout Manchuria, and at Vladivostok there were not over 125,000 troops when war broke out, and assert that Japan's opportunity for a successful attack was the autumn.

The *Noroe Vremya*, in an article on the situation, says it will be a long time before military operations on a large scale can be undertaken, on account of the extreme difficulty and enforced delay in concentrating troops, stores, and munitions of war in the immense area within which the army has not only to guard against all attack but also to fight against a rigorous climate.

The President of the French Red Cross Society last month offered to immediately despatch assistance to Manchuria. By order of the Imperial Russian Government the Ambassador in Paris informed M. de Vogue that the Russian military authorities had received his proposal with gratitude, but that warlike operations on land had not begun, and were not likely to begin for several weeks, and that measures for the organization of Red Cross assistance could not be taken until such operations commenced. This reply was regarded as a further indication of the determination of the Russians to complete the concentration of their troops before initiating military operations.

Vice-Admiral Makarov will direct the operations of all the Russian naval forces in the Far East, assisted by Rear-Admirals Jessen and Mollas. General Kuropatkin will command all the operations of the land forces. Admiral Alexeeff will retain the chief command in his quality of Viceroy, but his authority over Admiral Makarov and General Kuropatkin will be purely nominal.

A RUSSIAN VIEW OF POPULAR FEELING IN JAPAN.

The following was received in St. Petersburg last month, from a semi-official source at Port Arthur:—The natives in Manchuria are freely selling horses and provisions to the troops. According to news received from Japan, there is no evidence of strong patriotic feeling among the population. The war is apparently the result of the agitation conducted by the Chauvinist party, and of British machinations, and is unpopular with the greater part of the Japanese population, who have to bear all the financial burden of the war. The report that bands of Chinese have cut telegraph and telephone wires in the neighbourhood of Yinkow, and that communication by land has been interrupted with Dalny, is not true. The news has been circulated in order to arouse patriotism among the Japanese in the place of the indifference which has hitherto prevailed. It is undoubtedly the case that the Japanese Government has been forced by the war party to take a step without due reflection.

EFFECTS ON THE RUSSIAN MONEY MARKET.

In an article on the effects of the war on the money market, the *Industrial World* says:—

It is beyond dispute that events in the Far East are bound to exercise a deplorable influence on the market. Even now the banks are restricting their business and raising their rates of discount and interest, and it is to be anticipated that these rates will be raised yet higher to a pitch which will strike a disastrous blow at commercial and industrial undertakings, while the latter will also have to suffer from the war in other ways. As it would be illusory to rely on foreign money, it is indispensable that the management of the banks, and especially of the State Bank, take steps to relieve the coming crisis. We may observe that, were the Imperial Bank more independent of the Ministry of Finance, it would be easy for it, considering the great reserve of gold we possess, to put into circulation bank-notes to the amount of one or two hundred millions without in any way jeopardising the stability of our currency. But, as a bad interpretation might be placed on such a measure, as far as our credit is concerned, it would be indispensable to make them short-term bank-notes (of six to nine months), to be employed for guaranteeing purely commercial bills of exchange. Being thus endowed with the character of sight bills, they would return to the Treasury at a fixed date. In this way, it seems to us that it would be easy to tide over this difficult period without too much loss, and, above all, without shaking the stability of the existing correspondence between our fiduciary currency and our metallic funds.

A FRENCH VIEW OF JAPANESE SOLDIERS.

The French military organ, *Armée et Marine*, thus describes the Japanese soldier:—In general a good shot, the Japanese is a first-rate marcher. Those who draw the kuruma often manage to 80 kilometres a day and get up next morning quite ready for more work. There is the stuff in them to make good soldiers, for, as Napoleon said, it is with good feet that battles are won. As to their shoes, *à la guerre comme à la guerre*. During the first campaign in China the Japanese soldiers did not hesitate to put on their ordinary footgear when their military shoes were worn out or hurt their feet. Sandals are light, cost very little, and last four days in dry weather. The Japanese, whose enthusiasm is easily excited, is capable at any moment of an astonishing amount of energy. Stimulated by an ardent patriotism, a fanatical pride, he is capable of a prolonged effort without getting discouraged. In his profound contempt for death, prompted by Oriental fatalism, he taken into consideration, the power of an army of such men will be understood.

MR. SERCOMBE SMITH AND THE POLICE INSPECTORS.

EFFICACY OF THE STOCKS.

Yesterday Mr. T. Sercombe Smith made his last appearance as Senior Magistrate at the Police Court before taking up the duties of Puisne Judge during the absence of Mr. Justice Wiese on leave. Before severing his connection with the Magistracy his Worship acceded to the request of the Inspectors of Police that he should allow them to address him. The ceremony took place in the Large Court. Mr. Sercombe Smith was accompanied by Mr. H. H. J. Gompertz, his successor in the office of Senior Magistrate. There were present Chief Detective-Inspector J. W. Hanson, Chief Inspector H. G. Baker, Inspectors D. McDonald, W. L. Ford, D. D. Cathbert, P. McNab, W. G. Warnock, J. Gault, A. Collett, W. Withers, D. Goulay, J. Kerr, and A. C. Langley.

Mr. J. W. Hanson, addressing Mr. Sercombe Smith, said the Inspectors of the Police Force had decided that, when his Worship was leaving that Court, they should not allow the opportunity to pass without saying a few words to him, and they had gathered there now for that purpose. They would congratulate him first of all on his advancement, and then they wished to thank him for the help and advice that he had afforded to them in the past. When they had had to come before him with cases they had found and they were unanimously agreed that he had been a help to them in pointing out points of law with which they were not familiar, and in helping them through with their cases. It had been said that "A policeman's life was not a happy one," and he would take that opportunity of remarking that there was after all a certain amount of satisfaction, if they could not call it happiness, in enjoying the confidence of their superiors and of the public. They wished to be cheered by the criminal and respected by the law-abiding people of this Colony. When they had brought their cases into Court they had been honestly trying to do their duty, and therefore all the help he had afforded them had been a help to their Department and to them individually and severally; and they wished now to thank him on that last occasion on which he was on the Bench for all the help and the advice he had afforded them. (Applause.)

Mr. Sercombe Smith in reply said he was exceedingly obliged to the Inspectors for the kind way in which Mr. Hanson had addressed him on that occasion. He knew he was only going to act for a short time, perhaps for a year, but he could not be in two places at the same time, and though it was with some feelings of regret that he left that place it was also with certain feelings of gratification that he took up the higher post. Mr. Hanson had adverted to the help and advice which they were pleased to say he had from time to time given to them. Well, he hoped no man in the Force who came to him would ever find him remiss in giving help or advice. Any advice he had been able to give to them had been given with the greatest pleasure because he knew that their training had not been such as to make them in all cases entirely conversant with every point of law. Of course he did not profess himself to be so conversant with the law as to be able to decide every point that arose. But wherever he had found that a case had been wrongly laid or that some advice was desirable on the procedure of the Court he had never failed to point out any slips that had been made or the alterations that were necessary in procedure. And when he gave help and advice of that kind of course it helped him immensely also, because it prepared the way for a proper and accurate hearing of a case. Mr. Hanson had also referred to the saying that "a policeman's life is not a happy one." Well, it had not been much in his power to render that life happier, but he had tried to make them as comfortable and as happy in the proceedings of that Court as in its general surroundings he was able to do, and if it had in any way helped towards the pleasure of the Force appearing before the Police Court he felt that he was very well rewarded. He was bound to say that when he came there in July last there was a large quantity of crime in this Colony, and he was one of those who believed that the Chinese community of Hongkong—the resident Chinese community—was a law-abiding and very respectable community, and there were very few persons addicted to crime or petty offences amongst the resident Chinese population. And he had always held the opinion that they, alike with the Europeans, would greet with pleasure and joy any attempt to diminish crime in their midst. That of course had led him to reintroduce the stocks and to pass certain sentences of some severity, but the sentences which were severe were sentences which were passed upon persons who had been previously convicted. He was happy to say that the late Governor, Sir Henry Blake, at the end of his time, and the present Officer Administering the Government, during his time, had recognised the fact that the only way to keep down crime in the Colony was to banish from the Colony people who came down here simply for the purpose of making a raid and getting away with what they could get. As a result of the measures which he had taken—the stocks, and primarily and essentially banishment—and by means of the co-operation of the police, he was glad to say that the work for him and for his colleagues during the last five or six months had been very much diminished. In fact if they spoke to the reporters it would be found that the latter when they came to the Police Court had very often to go away without getting anything. He was very much obliged to the Inspectors, and he thought it was a very

high honour to meet them spontaneously in this manner. All he could say was that he hoped his successors with their assistance would be able to keep down crime, and he was sure that if the police wanted any help Mr. Gompertz and Mr. Kemp would be only too glad to render it to them. Before he went he might say that he had morning written to the Captain Superintendent of Police asking him to convey to all sections of the Force his appreciation of the services they had done to him as a Magistrate. (Applause.) The proceedings then ended.

THE SENIOR MAGISTRATE AND THE SANITARY STAFF.

On the conclusion of business in the Senior Magistrate's Court yesterday morning, Mr. T. Sercombe Smith, addressing Senior Inspector Lambie, representing the Sanitary Department, said:—Mr. Lambie, it gives me great pleasure on leaving this Court to express my high appreciation of the discretion, tact, and ability shown by the members of the Sanitary Staff who have had to transact business here, and I would be glad if you would so inform them. I regret that I am unable to thank them collectively for the great help they have given me in dealing with the new Ordinance.

R.G.A. REGIMENTAL SPORTS.

THE OPENING DAY.

Yesterday, the opening day of the Royal Garrison Artillery Regimental Sports, was not favoured with very fine weather, but if to-day, "the big day," is bright no one will mind. The Sports are being held on the Hongkong Football Club ground, where some half-a-dozen tents are scattered about the field. The various trucks are marked out with good stout poles and hemp rope, a flag here and there bringing the course out at a glance. The stand, in front of which is the finishing post, blackboard, etc., is gaily decorated with bunting. Included in to-day's events are tilting the bucket, which, of course, will cause considerable amusement; an obstacle race, in which the competitors will have to climb over bars, under canvas, and through barrels; a hurdle race, tug-of-war, team race, wheel race, trampeters' race, sack fight, four-legged race (teams of three men), band race, Baluchara *mélée* (in pairs, one man on another's back), boy-and-girl race, and many other interesting events. The sports are being conducted under the presidency of Capt. Nugent, R.G.A.; committee, Capt. Jones, R.G.A., Lieut. Miles, R.G.A., Lieut. Dowling, R.G.A., Lieut. Milman, R.G.A., and Lieut. Lumsden, R.G.A.; sub-committee, Sergt. Bottomley, Sergt. Fielder, Sergt. Ridley, and Sergt. Major Mills. Yesterday's work for the most part merely consisted of running off the preliminary heats. The long jump, high jump, and two competitions of putting the weight, however, were worked off. One of the competitions of putting the weight was for the Royal Garrison Artillery, the other for the Hongkong and Singapore Battalion of Royal Artillery. Muddat Kahn, a native of India belonging to the H.K.S.B.A., threw the shot 33 feet, or 2ft. 2in. farther than Hughes, the winner of the R.G.A. contest. Results up to date are as follows:—

LONG JUMP.—Three prizes. Donnelly, 83rd Co., first; Hughes, 78th Co., second; W. Brown, 83rd Co., third. Distance, 30ft. 10in.

HIGH JUMP.—Three prizes. This was a poor exhibition. Rivers, 83rd Co., first; Edgar, 78th Co., second; W. Smith, 78th Co., third.

PUTTING THE WEIGHT.—Three prizes. Hughes, 78th Co., first; Rivers, 83rd Co., second; Capper, 80th Co., third. Distance, 30ft. 10in.

PUTTING THE WEIGHT.—Open only to members of the Hongkong and Singapore Battalion of Royal Artillery. Three prizes. Muddat Kahn was first, Fazal Dad second, Perna third. Distance, 33ft.

To-day the sports recommenced at 10 a.m. The band of the Sherwood Foresters will play in the afternoon. There will be an interval from 12.30 to 2 p.m. for midday meal. There will be a few downs to amuse the children. In the event where officers of the Royal Navy enter their handicap will be one yard for every year of their age above 28. A trumpeter will sound the Assembly for each event at the starting post. In the tug-of-war events no sitting or lying down will be allowed, no holes dug in the ground, and no nails nor bars in competitors' boots. Some of these events are open to European regiments and British warships. If the same team pulls twice in a day the team must consist of the same men. The meeting is being held under A. A. rules.

SHIPPING NOTES.

Reports by yesterday's arrivals were much of a-muchness as those received on the 29th. The *Madeline Rickmers*, with 2,100 tons of Bangkok rice for Messrs. Duntze & Swire, reports fine weather. The *Hoching*, from Kwang-chowan, reports fine. The German *China*, from Saigon with 1,900 tons of rice and 100 tons of cotton for the East Asiatic Trading Co., also had a fine passage. The *Fausang* has left for Saigon in ballast, the *Kwang Sang* for Swatow with 250 tons of cargo, the *Loong Sang* for Manila with 400 tons, and the *Sai Sang* for Calcutta with 2,300 tons.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 30th at 11.50 a.m. The barometer has risen slightly in China and the Philippines and fallen in the Looches and in N. Japan. Pressure is highest in the Yangtze valley and relatively low in the Pacific, east of the Looches. Gradients are moderate on the China Coast and over the China Sea. Fresh monsoon may be expected over the whole of this area. Forecast:—Fresh N.E. winds; cloudy, fair.

THE REAL TSAR.

An anonymous writer in the *March Fortnightly* gives a depressing character-sketch of Nicholas II. His estimate is as follows:—"The Tsar Nicholas II. is physically weak; his nerves are shattered; his will feeble. He is amiable where iron-handedness is essential. He is dependent when a strong individuality is required. He is constantly in subjection first to one influence and then to another. He is more than usually amenable to women's control; and the fair sex has on more than one occasion exercised powerful, if not calamitous, influence upon his life."

Naturally, the history of the Imperial house is suggested as one of the causes which have operated in the formation of the present ruler's characteristics. The details are too well known to be referred to here, and, in spite of them, as it were, the writer asserts that the Emperor Nicholas "is as right-meaning, benevolent, and element a ruler as though he did not bear upon his shoulders accumulated memories of bloodshed, malignity, and strife." The record, however, goes to explain a constitutional melancholy to which he is subject, and furthermore, as though to emphasise his gloomy retrospect, and to continue it in his own lifetime, the disaster, on the Khodynsk plain during his coronation festivities is recalled.

A brighter view of the monarch as a dignified personality is presented in the following story of his meeting with the Kaiser in the Baltic:—"The Kaiser semaphored an effusive message to the Tsar from the upper bridge of his magnificent yacht the *Hohenzollern*. It was couched in the following terms:—'The Admiral of the Atlantic salutes the Admiral of the Pacific.' The Tsar was placed in a difficult position. If he accepted the implication the British Foreign Office might have something to say. If, on the other hand, the signal remained unanswered, discourtesy to the Kaiser was the result. I am informed that the Tsar's reply was his own idea. He simply signalled:—'Farewell.' The laconic rebuff to the German Emperor went round the fleets of the world, and the 'Admiral of the Atlantic' will not forget the quiet snub administered to him one grey afternoon in the shallow waters of the Baltic Sea."

The Tsar dreads war, and the writer of the article attributes this feeling to his mother. The sentiment has not tended to increase his popularity, and ever since the attempt upon his life by a Japanese fanatic at Otsu in 1891—and the ungracious comment by the Crown Prince of Greece, "Nickie ran"—there has been a doubt of his personal courage, which the writer suggests is cruelly unjust. He takes no delight in outdoor sports except in cycling, and his "amusements," which are few, include photography and the occasional production of melancholy verse, but he is a hard worker in affairs of State.

The article gives the following painful description of the young ruler's general surroundings:—"The atmosphere of suspicion and gloom produced by the constant sense of impalpable danger overshadows the spirits of everyone at the Russian Court. The Tsar never knows who are his friends and who his enemies. An abiding sense of distrust is the result, and hence the passionate affection that his Majesty feels for his wife, whose faithful counsel and patient sympathy are the bright spots in one of the saddest lives in Europe."

There is considerable pathos in the terse summing-up by the author of the article: "The Tsar is a kindly, saddened, overworked, and unhappy man."

Another writer says:—Apart from his wife and mother, who are said to be the only members of his family in whom the Tsar can place implicit trust, his only other bosom friend is Prince Ukhtomsky, the proprietor and editor of the *Viedemest*, which is the organ looked to throughout the whole Empire as the real exponent of opinion in Court circles. The Prince accompanied the Tsar when still Tsarévitch, on his tour in the Far East, and afterwards wrote a most high-flattening book about it. An unimpaired critic of England, he is also a Teutophile of the first water, and ascribes all the present troubles to the Chinese policy of Germany. He has accustomed the Tsar to regard India as the ultimate heritage of the Slav race. "The wings of the Russian eagle," he exclaims in his latest book, "are spread too widely over the East to leave the slightest doubt of a future in which Asiatic Russia will mean all Asia. He also taught the Tsar to believe that this result could be achieved by diplomacy—of the Russian kind—without resort to arms."

POLICE COURT.

Wednesday, 30th March.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

EXCESS PASSENGERS.

Inspector Kerr prosecuted the masters of three West River passenger-launches for carrying a number of passengers in excess of those permitted by their licences. Two of the men were found carrying over two hundred and one over one hundred passengers in excess, they being only licensed to carry thirty-eight people over and above the crew. None of the men had any defences to make, and His Worship fined them each \$250.

OPIMUM.

A large number of Chinese men and women were prosecuted for being in possession of excessive amounts of prepared and dross opium for which they had no certificates from the Opium Farmer. They were variously fined sums from \$5 to \$500.

THEFT OF CIGARETTES.

Liu Shing, boatman in charge of cargo-boat No. 33, was charged with stealing nine boxes of cigarettes which had been entrusted to him to take to a ship in the harbour, but which he did not do. He was sentenced to a fine of \$100 or 13 months imprisonment.

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MANILA.

[FROM A CORRESPONDENT.]

MANILA, 17th March.

FINANCE.

The local Press last week made quite an outcry over the refusal of the Insular Treasurer to cash in American currency a Government cheque for 27,447.79 Philippine dollars, claiming that the Government by this action failed to make good the provisions of the Gold Standard Act and redeem at par Philippine currency with United States currency. The Secretary of Finance ruled in the case that "in view of the fact that the gold standard fund can be increased only by the premium that is received from time to time for sale of exchange and that the price now being paid for Spanish-Philippine coins, for redemption at the official ratio, is such as to deplete that fund, it is not considered desirable to make exchanges of United States currency for Philippine currency in all cases."

The payee was offered a treasury draft on the United States, which is at a local discount of 3/4 of one per cent., which he refused, and placed the matter in the hands of an attorney, with the claim of discrimination. As a result of the outcry, and in order to reassure the public, a lengthy statement has just been issued by Secretary Ide setting forth the Government's position with reference to the interpretation of the Act.

It was shown that the Government has always reserved the right to deny the par redemption wherever it is for its own protection. In the case in question it was known (nor was it denied) that United States currency was called for in payment of the cheque for shipment out of the Philippines to Hongkong for speculative ends. Commissioner Ide held that the only legitimate purposes for which Philippine currency will not serve equally well are: (1) to pay foreign balances; (2) for current expenses of travellers going home; (3) to meet previously contracted obligations which are specifically payable in United States currency; and (4) to accommodate insular employees and others in the Islands who wish to transmit funds home and do not care to use post-office money orders or bank drafts for that purpose; and that any other purpose was obviously speculative. He referred to Professor Jenks's recommendation that later, although not immediately, it will probably be found wise to stop redeeming Philippine currency as provided in the Act, and stated plainly that the object of the discretionary provision was to set the chance of the Insular Treasury becoming a free shop at which currency exchange could be made for purely speculative purposes, and to enable the Government to reserve enough United States currency with which to meet its obligations.

MUNICIPAL WORKS.

The laying of the track for the new electric street-car system is being rapidly pushed, and the walled town is already well gridironed. Three breaches have been made in the walls, providing more direct routes into and out of the Intramuros district and a saving of much time and trouble. The passage of the Municipal Appropriation Act places a large fund available for carrying out the other projected improvements, including a modern sewerage system, the filling in and parking-out of the moat and glacis area around the old city, the construction of a steel bridge connecting the southern suburbs, and the installation of a new water-supply from the hills back of Marikina. These works will of course involve the employment of a large force of workmen, and the mooted question of native labour will come in for a test. In the construction of the street-car line Filipinos have been employed, and have been found satisfactory with a few exceptions, every gang. No difficulty is encountered in obtaining men. With fair and prompt wages, a large waiting list, and summary dismissal for all shirkers, a surprising economy is the result, so that the work is being rapidly and efficiently accomplished. This is interesting in view of the advocacy of a large class for the introduction of Chinese and Japanese labour, although the problem in a metropolis, with the ordinary percentage of unemployed, and the same problem in the provinces, among the peasant class with a generous soil, are two different things.

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Hongkong, 18th February, 1904.

[33]

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.
 29, MADRIGNE RICKMERS, German str., 1,020, F. Sanders, Bangkok 23rd March, Rice, BUTTERFIELD & SWIRE.
 30, BOURDON, French str., 997, Antoni, Saigon 26th March, Rice and General—CHINESE.
 30, CHINA, German str., 1,000, Krubbe, Saigon 26th March, Rice—CHINESE.
 30, Div. Portuguese gunboat, from Macao.
 30, FRITHOF, Norwegian str., 891, Haraldsen, Tamsui 26th March.—OSAKA SHOSHEN KAISHA.
 30, HUMAN, British str., 1,143, W. Frazier, Tientsin via Chefoo and Weihaiwei 1st March, General.—BUTTERFIELD & SWIRE.
 30, MATILDE, German str., 678, C. Uldrup, Swatow 29th March, General.—JESSEN & CO.
 30, PRINZ HEINRICH, German str., 3,902, R. Heintze, Bremen 17th Feb. and Singapore 26th Mar., Mails and General.—MELCHERS & CO.

DEPARTURES.
 29th March.
 29, GEMMA, German gunboat, for Tientsin.
 29, ANSHAN, U.S. collier, for Japan.
 30th March.
 NAKMA, Danish str., for Bangkok.
 APINE, German str., for Kobe.
 NIMA LUYKEN, German str., for Heibow.
 IMPROVER OF CHINA, British str., for Vancouver.
 ANCHOW, British str., for Shanghai.
 VE, French str., for Haplong.
 AYA, British str., for London.
 WANGLER, Chinese str., for Shanghai.
 WONGSANG, British str., for Shanghai.
 OONGSANG, British str., for Manila.
 REUSEN, German str., for Europe.
 KALIM, German str., for Swatow.
 DISANG, British str., for Calcutta.
 NIUMU, German str., for Swatow.

VESSELS IN DOCK.
 30th March.
 ABERDEEN DOCK.—H. I. G. M. S. Mearce, in Van, Hanai, Tak Hing, Mercedes.
 COSMOPOLITAN DOCK.—H. M. S. Otter.

VESSELS ON THE BERTH

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 "PRINZ HEINRICH,"
 OF THE NORDDEUTSCHER LLOYD,
 Captain Heintze, will leave for the above places TO-DAY, at 3.15 p.m., at Noon.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
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 Hongkong, 31st March, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "THALES,"
 Captain Robson, will be despatched for the above ports TO-MORROW, the 1st April, at DAY-LIGHT.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 29th March, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
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 THE Steamship
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 Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this port TO-DAY, at Noon, on SATURDAY, the 9th APRIL, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
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 Princes' Building.
 Hongkong, 29th March, 1904.

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 PAQUEBOTS-POSTE FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "ANNAM,"
 Captain Girard, will be despatched for the above ports on or about MONDAY, the 4th April.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 29th March, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
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 THE Steamship
 "AUSTRALIAN,"
 Captain McArthur, will be despatched for the above ports on FRIDAY, the 8th April, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
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 Agents.
 Hongkong, 19th March, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
 (With liberty to call at Philippine Ports)
 THE Steamship
 "KENNEBEC,"
 Captain Geo. R. Wallace, will be despatched as above on or about the 28th inst.
 For Freight or further information, apply to
 STANDARD OIL COMPANY OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 22nd March, 1904.

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
 FARE (week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

MESSAGERIES CANTONNAISES.
 J. TREVOUX & CO.
 HONGKONG-CANTON NIGHT SERVICE.
 THE Commodious Steamer
 "PAUL BEAU,"
 Captain Franquet, leaves Hongkong for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual.
 The S.S. "CHARLES HARDOUN,"
 Captain Ned. L. Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with electricity.
 The Saloon is under European Supervision.
 First Class European ... \$8.00
 Second Class European ... \$5.00
 First Class Chinese ... \$1.50
 Second Class Chinese80
 Deck30
 The Company's Wharf is at the end of Queen Street, Praya West.
 For further particulars, apply to
 J. LANDOLT, Agent.
 The Pharmacy, Queen's Road Central.
 Hongkong, 23rd March, 1904.

SHIP'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	5th April, at Noon.
MACHAON	Brit. str.		BUTTERFIELD & SWIRE	12th April.
MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 13th April.
TELMACHUS	Brit. str.		BUTTERFIELD & SWIRE	26th April.
JASON	Brit. str.		BUTTERFIELD & SWIRE	10th May.
ABESSINIA	Frean. str.	Flandin	MESSAGERIES MARITIMES	5th April, at 1 p.m.
HAMBURG	Ger. str.	Barmeister	MELCHERS & CO.	13th April, Noon.
BRISAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	2nd April.
SUEVIA	Ger. str.	Dohren	HAMBURG-AMERIKA LINIE	12th April.
ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	25th April.
MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	3rd May.
STRASSBURG	Brit. str.	Madsen	HAMBURG-AMERIKA LINIE	17th May.
TRIESTE	Aus. str.	Mecozzi	HAMBURG-AMERIKA LINIE	31st May.
IDOMENEUS	Brit. str.		SANDER, WIELER & CO.	20th April, P.M.
ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	14th April.
KENNED	Brit. str.	Geo. R. Wallace	BUTTERFIELD & SWIRE	20th May.
SAINT IRENE	Brit. str.		STANDARD OIL CO.	About 28th inst.
E. OF INDIA	Brit. str.		DODWELL & CO. LD.	29th April.
ATHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.	20th April.
LYRA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	27th April.
NYRON	Brit. str.		DODWELL & CO., LIMITED	4th May.
NICOMEDIA	Brit. str.		BUTTERFIELD & SWIRE	19th April.
CHINGTU	Brit. str.		PORTLAND & ASIATIC CO.	8th April.
AUSTRALIAN	Brit. str.	McArthur	BUTTERFIELD & SWIRE	8th April, at Noon.
FORMOSA	Brit. str.	B. H. W. Snow	GIBB, LIVINGSTON & CO.	About 5th April.
ARTEMISIA	Ger. str.	Gronmeyer	P. & O. S. N. Co.	7th April, at Noon.
P. HEINRICH	Ger. str.	R. Heintze	HAMBURG-AMERIKA LINIE	To-day, at Noon.
WAMPOA	Brit. str.		MELCHERS & CO.	4th April.
ANNAM	Frean. str.	Girard	BUTTERFIELD & SWIRE	About 4th April.
MAITA	Brit. str.	C. L. Daniel	MESSAGERIES MARITIMES	About 10th April.
TRUTHOF	Jap. str.	A. Hansen	P. & O. S. N. Co.	13th April, 10 A.M.
FRITHOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
M. STEUVE	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	7th April, 10 A.M.
TAITOS	Jap. str.	H. Kraft	OSAKA SHOSEN KAISHA	6th April, 10 A.M.
THALES	Brit. str.	Robson	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
CHIRILI	Brit. str.		DODGAS JAPRAIK & CO.	7th April, at 4 P.M.
RUBI	Brit. str.		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KAIPOING	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	6th April.
ZAFIRO	Brit. str.		BUTTERFIELD & SWIRE	9th April, 10 A.M.
SHAWMUT	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	About 30th April.
WUCHANG	Brit. str.	W. M. Smith	DODWELL & CO. LD.	7th April.
LIGHTNING	Brit. str.	J. G. Spence	BUTTERFIELD & SWIRE	6th April, at 3 P.M.
CAPRI	Ital. str.	Belsito	DAVID SASSON & CO., LD.	13th April, Noon.
			CARLOWITZ & CO.	

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.
 R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th April.
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
 R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st May.
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.
 Hongkong to London, 1st Class ... via St. Lawrence 20v via New York 262.
 Intermediate on Steamers, ... 240. ... 242.
 and let Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 9, Raffles Street.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila direct.	Thurs, 31st Mar, 4 p.m.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat, 9th April, 10 a.m.
PERIA	1930	A. H. Nottley		

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 29th March, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSLU, VIA SWATOW AND AMOY	"FRITHOF"	THURSDAY, 31st March, at 10 a.m.
ANPING, VIA SWATOW AND AMOY	"TRITOS"	WEDNESDAY, 6th April, at 10 a.m.
TAMSLU, VIA SWATOW AND AMOY	"M. STEUVE"	THURSDAY, 7th April, at 10 a.m.
FOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 13th April, at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal service. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
 Hongkong, 30th March, 1904.
 T. ARIMA, Manager

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,371		April 14, 1904.
"ARABIA"	4,483		
"ARAGONIA"	5,195		
"NUMANTIA"	4,870		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 29th March, 1904.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	FORMOSA B. H. W. Snow	About 5th April	Freight and Passage.
LONDON, &c.	BALLAARAT C. R. Longden, R.N.R.	Noon, 9th April	See Special Advertisement.
SHANGHAI	MALTA C. L. Daniel	About 10th April	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALACCA A. F. Street	About 13th April	Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 30th March, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
ABESSINIA	(ST. NAZAIRE, HAVRE and HAMBURG)	On 2nd April. Freight.
BRISAVIA	(Calling at Singapore and Colombo)	On 12th April. Freight.
SUEVIA	(HAVRE and HAMBURG)	On 26th April. Freight.
Capt. von Dohren	(Calling at Singapore and Penang)	On 3rd May. Freight.
Capt. Gronmeyer	(HAVRE and HAMBURG)	On 17th May. Freight.
Capt. Stern	(Calling at Singapore and Penang)	On 31st May. Freight.
Capt. Madsen	(HAVRE and HAMBURG)	On 31st May. Freight.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SCUTIALEPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
HAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April
OLDENBURG	WEDNESDAY 11th May
BAYERN	WEDNESDAY 25th May
SACHSEN	WEDNESDAY 8th June
ZIETEN	WEDNESDAY 22nd June
SEIDLITZ	WEDNESDAY 6th July
PRINZ REGENT LUITPOLD	WEDNESDAY 20th July
BOON	WEDNESDAY 3rd August
FRUSSEN	WEDNESDAY 17th August
PRINZ HEINRICH	WEDNESDAY 31st August
ONEISENAU	WEDNESDAY 14th September
BAYERN	WEDNESDAY 28th September
SACHSEN	WEDNESDAY 12th October
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 7th December
PRINZ HEINRICH	WEDNESDAY 21st December
PRINZ EITEL FRIEDRICH	WEDNESDAY 4th January 1905

Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of APRIL, 1904, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain Barmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th April. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 12th April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 30th March, 1904.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Wednesday, May 4th
TACOMA	2,812	M. E. Eddy	Friday, May 13th
SHAWMUT	9,808	W. M. Smith	Saturday, May 21st

* Not carrying second class passengers. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT ... 9,806 tons. W. M. Smith ... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 29th March, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL...	"JASON"	On 5th April.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 10th April.
GLASGOW and LIVERPOOL...	"ALCONOUS"	On 15th April.
GLASGOW and LIVERPOOL...	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 20th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"MACHAON"	On 12th April.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 14th April.
LONDON and ANTWERP...	"TELMACHUS"	On 18th April.
LONDON and ANTWERP...	"JASON"	On 20th May.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 19th April.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th March, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 4th April.
MANILA	"KAIFONG"	On 6th April.
ILOILO	"WUCHANG"	On 7th April.
SWATOW and TIENTSIN	"CHIHCHI"	On 7th April, 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 8th April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th March, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
also
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th April, 1904, at 1 P.M., the Company's Steamship "ARMAND BEHIC," Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.
This Steamer connects at COLOMBO with the Australian line s.s. "Oceanic," bound for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 4th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th March, 1904.

HONGKONG-CANTON LINE.

THE British steamship
"YING KING,"
Captain Ramsay, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.

Hongkong, 27th February, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
351 Tons, Captain A. Murphy, will leave for Canton at 3.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$2.00 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Belsito, will be despatched as above on WEDNESDAY, the 13th April, at Noon. At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th March, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
About
"SAINT IRENE" ... 29th April.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 28th March, 1904.

GRACA & CO.
FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PERL STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [3314]

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA ... 0.60
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA ... 0.25
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Crimes of H.M.S. Terrible) ... 1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 2.50
CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
ENGLISH AND CHINESE DICTIONARY ... 20.00
PROVINCE OF SHANTUNG: Its Trade, Population and Prospects ... 0.50
MAP OF WEST RIVER ... 0.25

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"
Captain von Dühren, having arrived from the above ports, Consignees of Cargo are hereby notified to send to their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-DAY, the 24th inst.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 24th March, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENMURRET,"
having arrived from the above ports, Consignees of Cargo by her are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 26th March, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, A.C., ex s.s. China, Nubia, and Macedonia.
From Australia, ex s.s. Aradina.
From Calcutta, ex s.s. Sindatta.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-DAY, the 24th inst.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th March, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"
Captain H. N. Vyvan, having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 29th March, 1904.

NOTICE TO CONSIGNEES.

S.S. "BENALDER"
FROM MIDDLESBRO, LONDON AND STRAITS.

Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 31st March, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th April, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st March, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 25th March, 1904.

NOTICE.

CONSIGNEES of Cargo per s.s. GLENMURRET are hereby notified that owing to the steamer having been on fire during the voyage, a General Average bond must be signed, and 20% of the value of the Cargo deposited with the undersigned before delivery can be obtained.

McGREGOR BROS. & GOW.
Hongkong, 28th March, 1904.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ANTENOR,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th March, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 31st instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.

Hongkong, 28th March, 1904.

"BAIRBE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified that the Cargo ex the above steamer arrived per "CHENAN" from Manila today and all Goods have been landed at their risk into Messrs. Butterfield & Swire's Warehouse Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd April, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th April, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LD.,
Agents.

Hongkong, 26th March, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship
"GLENMARTNEY,"
having arrived from the above ports, Consignees of Cargo by her are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 29th March, 1904.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN QUALITY AND QUANTITY IN THE WORLD.

This Beer is brewed of best Saazer Hop and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age increases its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 26th July 1903.

"THE EAST OF ASIA."
(Published Quarterly.)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... \$1.50.
On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai;
Messrs. KELLY & WALSH
Hongkong;
and all leading Booksellers in the Far East.
Hongkong, 14th February, 1903.

INSURANCES.

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO.,
Agents.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902: £216,378.771.

I. AUTHORIZED CAPITAL ... £2,000,000 0 0
SUBSCRIBED CAPITAL ... 2,750,000 0 0
PAID-UP CAPITAL ... 687,500 0 0
II. FIRE FUNDS ... £2,867,315 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903.

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current Rates.

SIEMSEN & CO.
HONGKONG, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTEL, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1904.

THE UNDERSIGNED are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIE & CO.,
Agents for the Pacific Fire & Marine Insurance Co. of London.
Hongkong, 17th August, 1887.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... £25,719
Total Losses Paid ... £3,769.24

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 15th May, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

